GRUMMAN plane news

Vol. 38, No. 8, May 11, 1979, Bethpage, N.Y.

# A heap of junk or a miner's paradise? pg. 6

# What's happening around the company

The A-6E TRAM van, a vehicle containing a simulated cockpit of the U.S. Navy's versatile all-weather attack aircraft, is spending a few weeks at the National Airport in Washington, D.C.

House and Senate members and staff, military and Department of Defense officials, and the Washington press corps are getting a chance to see the aircraft's capabilities in detecting, tracking and destroying tactical targets in any weather condition, day or night.

The TRAM (Target Recognition Attack Multisensor), incorporated into the A-6E, provides television-quality pictures of targets and is coupled with laser-guided weapons delivery.

## Can you canoe?

Grumman Boats has prepared a special package of material that might be on interest to present or potential canoeists.

The "Rent-a-Canoe" directory lists all the places you can go stroking-by-the-hour. There's also a helpful list of publications (books, maps and periodicals) that will help the neophyte get pointed in the right direction.

If you've never been afloat before, the "Learn-to-Canoe" directory will be of help. It lists clubs, organizations and other groups throughout the country that give lessons. A few hours in a pool might help keep you afloat in the river.

You'll also receive "Group-Camping by Canoe," a great primer on your preparation for a first outing. There are suggestions about route selection, safety, clothing and camping gear.

In case you want more information before stepping off the shore, "The Grumman Book Rack" will be a good guide. The entire package of materials is available by sending 50 cents postage/handling to Grumman Boats, Dept. FB, Marathon, N.Y. 13803.

If you are contemplating about buying a Grumman Boat, it might be a good idea to check with Employee Services, Ext. 3391. Through an arrangement with Grumman Boats, ES sells "seconds" at a considerable discount to Grummanites. Prices and selection vary, so it would be a good idea to call and find out ahead of time for the best buys.

## Win USAF pact

The U.S. Air Force Flight Dynamics Laboratory recently selected Grumman Aerospace for a 48-month study contract entitled "Advanced Exhaust Nozzle Concepts for STOL and Survivability."

Under this $517,000 program, the company will investigate nozzle/aircraft configurations applicable to STOL (short takeoff and landing), propulsive lift, and improved transonic/supersonic performance for advanced tactical aircraft.

Selected concepts will then be tested in the Arnold Engineering Development Center's 16 ft. propulsion wind tunnel and the NASA/Langley V/STOL wind tunnel.

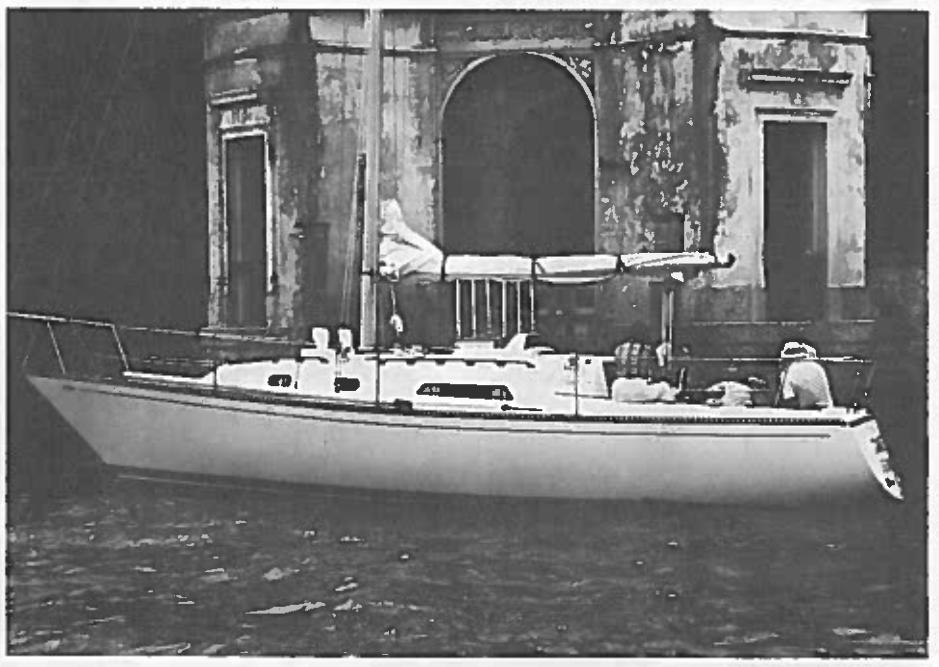
The program will be managed by Advanced Development with Advanced Aircraft Systems support.

## New 32-footer

With renewed interest in the dual purpose boat concept — the desire for sailboats that can both be used for cruising and racing, Pearson yachts has expanded its line to include a new 32-footer.

The new boat follows fast on the heels of the company's successful Pearson 40 introduced at last fall's in-water shows. The new Pearson 32 has a fin keel and a longitudinal fence in front of a deep, balanced space rudder. Her run aft is relatively flat and wide which would provide excellent off-wind performance.

In describing the 32, renown boat designer Bill Shaw said, "More and more, I'm convinced that cruising boats should be performance oriented ... or maybe I should say performance boats should be cruising oriented. No matter how you put it, the result is an honest, dual purpose boat that can switch gears from cruising to racing from warning gun to start. Our new 32 has cockpit and interior accommodations of which the cruising oriented person should be proud. Her performance and handling, meanwhile, should readily appeal to the cruising sailor and the racing sailor who competes in any event short of the Grand Prix circuit. Her estimated rating is reasonable and given fair consideration under PHRF, she should react admirably."



**New Member.** *Pearson Yachts recently added this 32-footer to its flotilla.*

**White water.** *Grumman Employee Services (ES) is offering discount prices on Grumman Boats products.*

## Carpools

CENTEREACH: Lake Grove area to Pl. 40, 7:48 a.m. to 4:18 p.m., Kevin Riley, Ext. 3466 or 981-5635.

FLORAL PARK-NEW HYDE PARK: Join or form, to Pl. 15, Vic Paolantonio, Ext. 2798 or 437-6063.

FLUSHING-WHITESTONE-BAYSIDE: To Bethpage, any Pl., 8 a.m. to 4:30 p.m., or 15 minute variables, Bob Saputo, Ext. 5705 or (212) 746-8837.

LAKE GROVE: Looking to join car pool to Pl. 30, 8:12 a.m. to 4:41 p.m., Sheldon Buchwald, Ext. 7148 or 588-6364.

MINEOLA: To Pl. 30, 8:12 a.m. to 4:42 p.m., Charles Schmitt, Ext. 4941 or 747-6177.

NORTH BABYLON: Form or join, to Pl. 3, 7:00 a.m. to 3:30 p.m., Howard Winkelman, Ext. 3389 or 667-9065.

RONKONKOMA: (Exit 58 or 59 LIE) to Bethpage, 8:12 a.m. to 4:42 p.m., Doug Nicholson, Ext. 2204 or 588-0924.

SELDEN: To Pl. 2, 7:48 a.m. to 4:18 p.m., John Judd, Ext. 4433 or 698-5747.

SMITHTOWN: Need one more for existing car pool of three, between Smithtown commuter parking and Pl. 3, 7:00 a.m. to 3:30 p.m., Arnold Moran, Ext. 8691 or 584-5817.

VALLEY STREAM: To Pl. 40, Murray Rosenfeld, Ext. (115) 6410 or 872-3610.

ST. JAMES/SMITHTOWN: to Headquarters Bldg. and Pl. 5, 8:00 a.m. to 4:30 p.m., existing pool needs one additional member, Tom Dalton, Ext. 2413 or 724-6814.

LINDENHURST: to Bethpage, 7:48 a.m. to 4:20 p.m., join existing two man pool, Herb Baker, Ext. 3286 or 957-8301.

**New friends.** *George Skurla (L), Chairman and President of Grumman Aerospace, recently toured the Human Resources Center in Albertson, N.Y. with Dr. Henry Viscardi Jr. Skurla is chairman of the 1979 Celebrity Sports Night, the annual fund-raising event for the center.*

# Moves to new home

One of the two Grumman-modified EF-111 prototypes has been flown to Mountain Home Air Force Base in Idaho where it will undergo a year of testing by the U.S. Air Force. The plane will be evaluated on its reliability, performance and ease of maintenance as a supersonic tactical jamming aircraft.

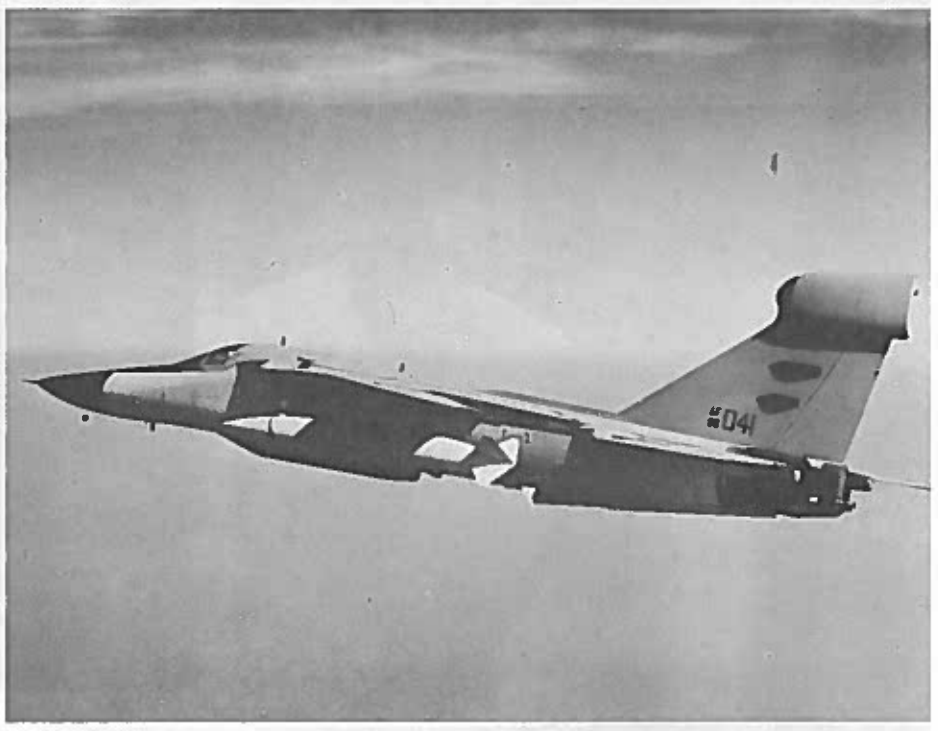
A contract for six EF-111A aircraft, worth approximately $130-million, was signed in March and first delivery of the production airplanes is scheduled for July 1981. "A total of 42 aircraft are currently planned to fill the Air Force's needs," says Vern Kramer, EF-111 program director.

The conversion of the F-111A into an electronic warfare aircraft involves incorporating three tons of sophisticated electronic equipment — transmitters, receivers, antennas, computers and display equipment — into the two-seater aircraft, to counter the latest in enemy electronic defenses.

The speed and range of the swing-wing F-111A has been retained in the conversion, making it particularly effective for tactical jamming missions. The EF-111A can operate at speeds in excess of mach 2.1 at altitudes of up to 50,000 feet, and can carry 32,000 pounds of fuel, allowing it to stay airborne for 4½ hours before refueling.

The ALQ-99, the nation's most advanced jamming system, has been incorporated into the EF-111 to enable it to fly a variety of missions. The all-weather aircraft can remain in a standoff position, miles from enemy territory, and set up an electronic barrier to jam enemy radar. It can escort a strike force deep into enemy territory to provide radar jamming coverage. In addition it can support fighter-bombers in missions along the battlefield front lines.

While the prototype EF-111A is based at Mountain Home, it will be used as a training aircraft by Air Force crews to prepare for the arrival of the production planes in 1981.



On its way to Mountain Home, the EF-111 stopped off at Wright-Patterson Air Force Base in Ohio and was paid a surprise visit by Senator Barry Goldwater (Rep.-Ariz.). Senator Goldwater, who was also visiting Wright-Patterson at the time, took the opportunity to get a close look at the EF-111A from the cockpit while the pilot, Maj. Tom Milligan, gave him a rundown on the aircraft.

Senator Goldwater told Maj. Milligan that he was glad to hear that the flying qualities of the aircraft had been retained during the conversion, and he looked forward to actually flying in the airplane in the future. He said he only wished that the Air Force could get the EF-111s to Europe sooner.

**Guided tour.** *Air Force Maj. Tom Milligan (R) gives Senator Barry Goldwater a rundown on the EF-111A conversion. Both the Senator and the aircraft were visiting Wright-Patterson Air Force Base at the same time.*


**GRUMMAN plane news**

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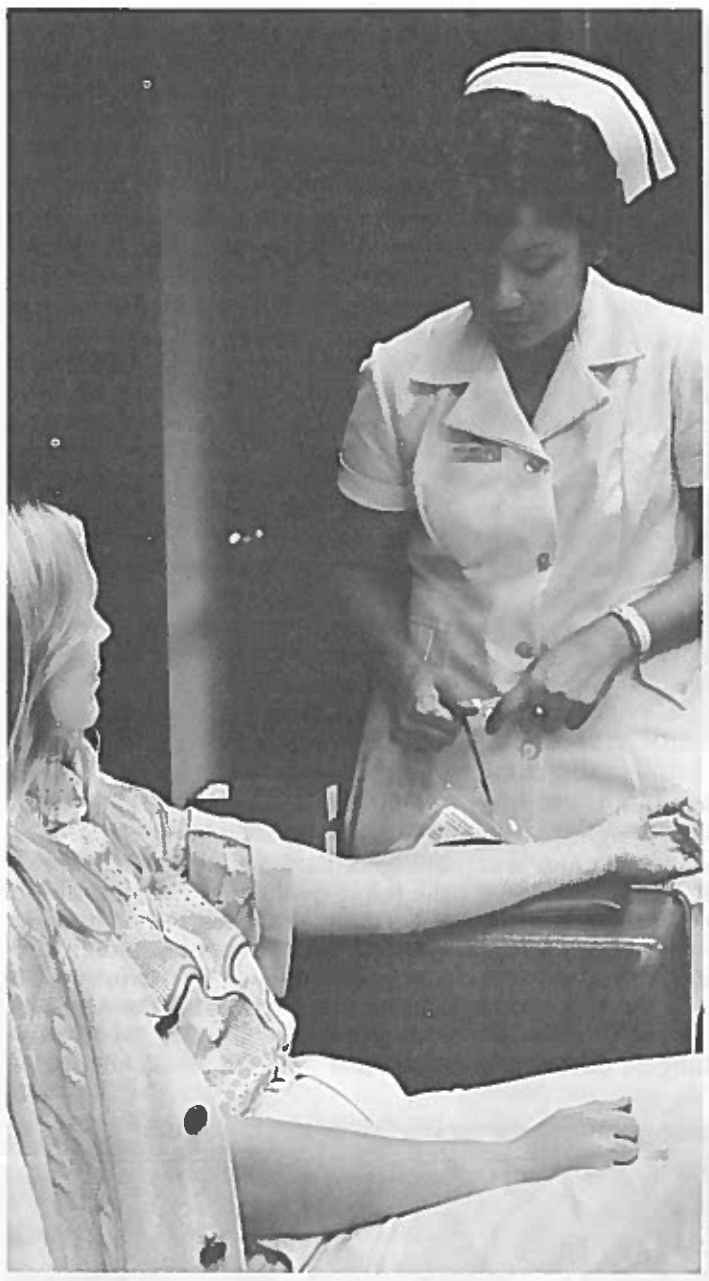
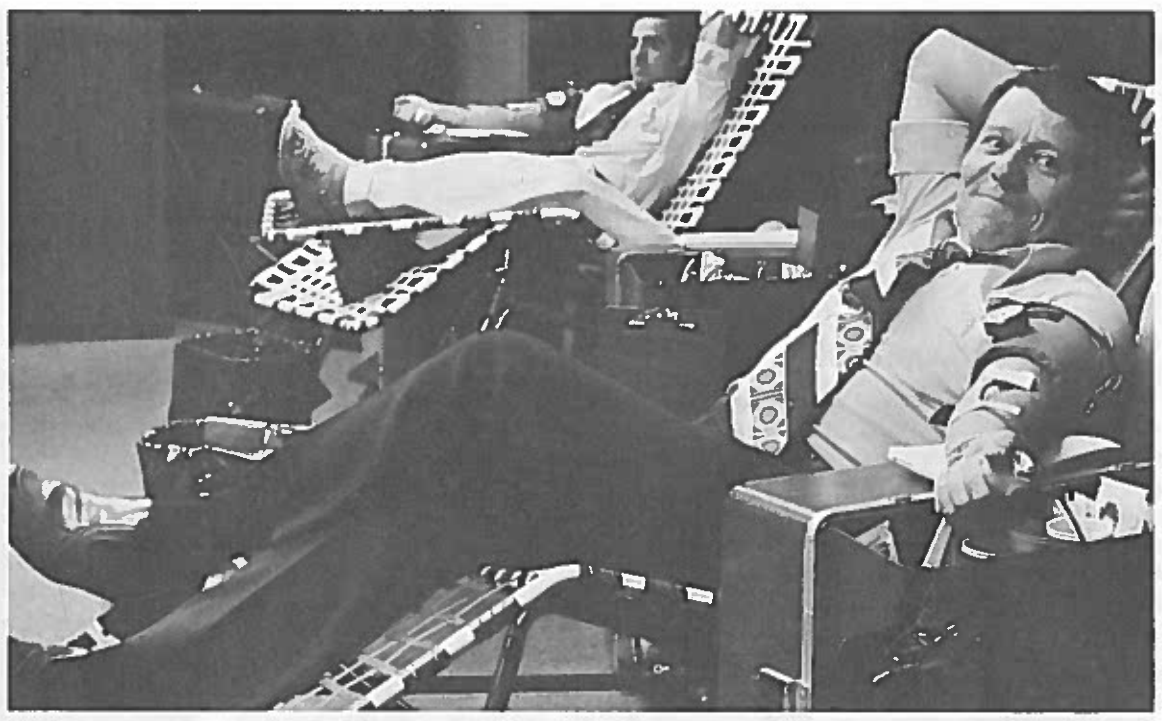
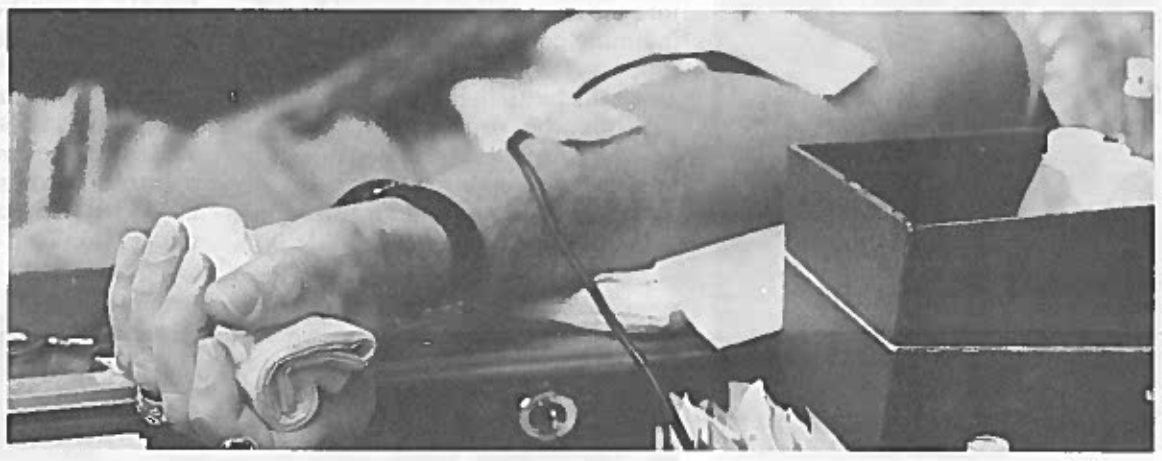
**Round-the-clock.** *Members of the Plant 6 Engine Build-Up Department are mighty proud of their record for fighting FOD (foreign object debris). Both the day (pictured above) and night (at right) crews recently made displays of their FOD Prevention Program Awards that they've collected in recent years. (Photo by Karl Thoma)*





**Doesn't hurt a bit.** *Danny Knowles, Director of Personnel, rolls up his sleeve to make his contribution to Long Island Blood Services.*



# In a pinch, blood bank needs donors

It only hurts for a second — but the gift you give when you donate blood goes a long, long way.

Long Island Blood Services (formerly known as Intercounty Blood Services) points out that the pint of blood you give can be broken down into many life-saving components through modern laboratory techniques. These components are needed in the treatment of many illnesses. For example:

*Red blood cells,* which transport oxygen to body cells and remove carbon dioxide. Red cells are frequently given to cancer patients and to people undergoing major surgery.

*Platelets,* which are colorless cells whose main function is to control bleeding by forming a wound-healing bloodclot. Platelets are needed by hemophiliacs and other persons with bleeding disorders.

*Plasma,* which is 92 percent water, seven percent protein, and one percent vitamins and minerals. Plasma is given to people who are in shock, to burn victims, and when blood volume has been depleted.

*Factor 8-Rich Cryoprecipitate,* the valuable clotting factor which can be frozen and is vitally needed by hemophiliacs.

These and many other components are used to serve a broad spectrum of needs; however, sufficient quantities of blood must be obtained to make sure that these components are available.

For example, a child with leukemia may require platelets extracted from 20 pints of blood every day. That adds up to 7,300 pints of blood needed for a year — just for that one child.

That's a dramatic figure; *especially when you compare it to another number: 6,852, which is the number of pints of blood collected at Grumman since the program started in 1976!*

There are 43 hospitals in Nassau and Suffolk counties that depend on Long Island Blood Services, the only collector and distributor of blood on Long Island. Because Grumman is such a large employer, Long Island Blood Services looks to the company for a great deal of support.

Unfortunately, the number of people at Grumman who make — and finally keep — their donor appointments has been somewhat disappointing. Frequently, Grumman's donations to Long Island Blood Services have been surpassed by the amount of blood used by Grummanites and their families.

"It's not that Grumman people don't care," suggests Harry Volz, deputy director of Security and Personnel Services. "If we put a call out over the public address system that a critically ill child needed blood, literally hundreds of Grummanites would respond. We've seen it happen. The problem seems to be that people don't realize how important it is to donate blood on a regular basis, and that a real need exists all the time. And even when an appointment to donate is made, all too often the appointment isn't kept."

For instance, on March 19 there were 468 people scheduled to donate blood; only 153 showed up. On February 12, only 116 out of 468 people kept their donor appointments.

As the warm weather approaches, the problem gets worse for Long Island Blood Services. "There's always a heightened need for blood in the summer," says Carole Zilka, a representative of that organization and the coordinator of the program at Grumman, "Especially on holiday weekends. And our supplies are lowest in the summer because high school and college students, who are usually good donors, are on vacation. Most working people take their vacations in the summer, too, and that further diminishes the number of potential donors."

Giving blood is essentially painless, and perfectly safe for anyone in good health. You should still feel fine afterward, and are free to continue with the day's activities.

Dr. Vincent Gallagher of the Grumman Medical Department says, "People seem to think that it takes a long time for the body to replace the blood they donate. That's not true. It actually takes no more than 24 hours. The body has reservoirs of red blood cells, and when you give a pint of blood, these stored red blood cells are put back into circulation almost immediately, and the bone marrow is stimulated to make more. The fluids are replaced, and you're back where you started in less than a day."

If you are scheduled to donate blood, Long Island Blood Services urges you to keep your appointment. However, if you can't keep your date for any reason, call Employee Services, Ext. 3391 and they'll gladly set up a new time for you.

C.L. Ebbecke

B. Reiner

L.J. Klag

W. Branston

P. Ruffini Jr.

C.F. Cipriani

F.A. Joanides

G.L. Bixby

J. Fischer

# service milestones

## 40

Joseph E. Calapa, Prototype (1)
Fred G. Theobald, Avio. Test (5)

## 35

Michael Basta, Pride Line (2)
Stanley J. Pancir, Mech. Dtl. & Fin. (43)

## 30

Lloyd A. Deckman, Prototype (1)
James S. Emge, Sub-Assy. (1)
Stanley F. Michalowski, Prod. Super. (1)
Benjamin Tauber, Ins-Mech. (1)
Alfred Pflug, Steel Parts Assy. (2)
Robert Di Ianni, Prod-Cntl. Parts (2)
George L. Schomburg, Prod. Rel. & Anal. (2)
Salvatore Sakellarides, Mfg. Admin/Bus. Mgt. (2)
Vincent J. Lebas, Mfg. Est. Adv. Proj. (2)
Joseph B. Antonowicz, Ind. Eng. (2)
Edward Cramer, Mach. Shop (2)
William F. Raeside, Form Block (2)
Robert L. Pellegrino, Tool Cntrl. (2)
Onofrio Longo, Jigs & Fix. (2)
Louis Rascucci, Maint. (2)
James J. King, Tool Fab. Mgt. (2)
Edwin J. Looney, Dtls. (3)
Edmund J. Hanlon, Dtls. (3)
Milford R. Combs, Assy. (3)
Bartha F. Naricrell, Assy. (3)
Alfred H. Spencer, Honeycomb Final (3)
James T. Wilbert, Flt. Ops. (4)
Philip Vanek Jr., Stockrms. (4)
Alfred V. Weston, Insp-Elect. (4)
Charles F. Ballweg, Mech. Struct. & Proto. (5)
Charles F. Chlanda Jr., Mfg. Prog. Mgt. (5)
John A. Transue, Ordnance (6)
Joel Beach, Elect. Install. (6)
Robert Cochrane, Matl. Hand. & Storage (6)
Walter J. Karl, Assy. Tool & Handl. Equip. (6)
Engelbert J. Rotzinger, Final Assy. Insp. (6)
Gerald E. Lange, A/C Prog. (7)
William J. Platt, Matl. Mgt. (8)
Ambrose C. Cotrone, Chem. Eng. (12)
Robert Zoellner, Elements & Matl. Test Lab. (12)
Joseph M. Izzo, Trans-Ops. (20)
Robert A. Wagenseil, Plans & Prog. (25)
Frank Magro Jr., Mfg. Sched. (25)
Robert L. McConaughy, Adv. Space Syst. (25)
Harold R. Wellander, Config. Data Mgt. (25)
James J. Magee, Repair Cntrl. (30)
Oscar A. Kreischer, Rqmnts. Plnng. (30)
Thomas Capozzoli, Matl. Mgt. (30)
Joseph J. Jaeger, Hull Assy. (36)
Angelo J. Proscia, Hull Assy. (36)
Cornelius H. Watson, Mfg. Prog. Mgt. (40)
Thomas B. Bond, Cust. Suppl. Rqmnts. Mgt. (40)
Carmine N. Botti, Ops. (40)
James L. Lagerstedt, Mfg. Ops. Mgt. (66)
Douglas F. Martin, Honeycomb Layup & Bond (66)

## 25

Elizabeth Coduluto, Pl. Suppt. (2)
Charles L. Ebbecke, Maint. (2)
Boleslaw Reiner, Convent. Mach. (3)
William Pinto, Assy. (3)
Lawrence J. Klag, Land Gear Carrier Suit/Arm. (5)
William Branston, Syst. Anal. (5)
John Carroll, Exec. Staff (5)
Vincent W. Annabel, Maint. (6)
Patsy Ruffini Jr., Maint. (6)
Charles F. Cipriani, Maint. (6)
Frank A. Joanides, Maint. (6)
George L. Bixby, Maint. (6)
Joseph Fischer, Maint. (7)
Stephen T. Marciante, Pl. Protect. (6)
Warren E. Strittmatter, Matl. & Log. Mgt. (6)
Gordon E. Hurley Jr., Admin. (7)
Joseph Laveglia, Maint. (14)
Robert J. Hendel, Mfg. Res. (25)
Everett J. Maxwell Jr., Mach. Parts/Mtl. (30)
Robert C. Ames, Matl. Syst. (30)
Paul E. Runyan, Food Serv. (30)
Arthur W. Prevost, Suppl. Cntrl. (30)
Harry Beringer, ILS Mech. Eng. Mgt. (35)
Frederick V. Housley, Power Pl. Des. (35)
Henry W. Rau, Maint. (44)
Robert Panza, Mech. Des. (87)

## 20

Joseph M. Murphy Jr., Prototype (2)
Alphonse Massucci, Assy. Meth. (2)
Robert H. Nelson, Templates (2)

S.T. Marciante

W.E. Strittmattee

G.E. Hurley Jr.

J. Laveglia

A.W. Prevost

H. Beringer

F.V. Housley

W. Panza

R.J. Hendel

E.J. Maxwell Jr.

R.C. Ames

P.E. Runyan

Mario F. Nunziato, Mfg. Factory Plnng. (2)
Leonard G. Rolak, Maint. (2)
Harold G. Easterson, Present, Serv. (5)
Marion B. Eckhoff, Bus. Devel. Mgt. (5)
James C. Shroads, Bus. Anal. (5)
Edward N. Foltmann, Bus. Anal. (5)
Bradford F. Wheat, Suppt. (6)
Philip J. Gribbins, Jigs, Dtls. & Sub-Assy. (6)
William J. Southard, Maint. (12)
Robert D. Jones, Lab. Mgt. (14)
Marjorie A. Benesch, Repro. Serv. (15)
Gordon F. Hudson, Struct. Des. (25)
Edward J. Vasely, Cntrl. & Mech. (25)
Robert M. Watson, Eng. Mgr. (25)
Harry C. Kohlmeyer, Matl. Syst. (30)
Daniel J. Uebbing, Tech. Rqmnt. (30)
Barney J. Jahoda, Gen. Acct. (30)
Edward F. Kruse, Acct. Admin. (30)
Henry J. Bernabeu, ILS Syst. Implement. (35)
Martin C. Elyseth, Soft. Syst. Mgt. (35)
Suey L. Jue, Research Tech. Suppt. & Ops. (35)
Thomas A. Brown, ILS Mech. Eng. Des. (40)
Francis J. Morcerf, Syst. Integ. (40)
Francis J. Morcerf, Syst. Integ. (40)
Sherman F. Martin, Thrust Rev. & Nac. (40)
Warren E. Bishop, Avio. Purch. (44)
Edward A. Tolliver, Invent. Mgt. (44)
Donald J. Bryan, Tech. Ops. (77)
Charles W. Paden, Safe & Maint. (79)
William R. Klingler, Veh. Liaison Eng. (87)
Richard S. Marvin Jr., Flt. Test (88)

## 15

August Hunka, Sub-Assy. (1)
Gino Castracane, ILS Mech. Eng. (1)
John Shest, ILS Verif. & Suppt. (1)
Edward J. Stero, ILS Rqmnt. Def. (1)
Stephen G. Bianco, ILS Syst. Des. Eng. (1)
Harry J. Nelson, Maint. (1)
George S. Miezejewski, Est. Res. (1)
John J. Zumpol Jr., Steel Parts Assy. (2)
Raymond A. Williamson, Maint. (2)
Glennie R. McQueen, Maint. (2)
Earl W. Hudson, Convent. Mach. (3)
Naomi Wright, Dtls. (3)
Phillip D. Amato, QC Lab. (3)
Francis G. Rhatigan, Prod. Cntrl-Parts Cntrl. (4)
Anthony F. Cauiola, Air. Ops. (4)
Carl A. Nivolo, Wood Shop (5)
Harold S. Jones, Assy. Meth. (5)
Rene J. Mauboussin, Power Pl. Des. (5)
Carlo D. Caldarella, Ops. (5)
Joseph F. Cubells, Ops. Anal. (5)
Andrew C. Neiland, Ops. Anal. (5)
Norman W. Flinn, New Prog. Est. (5)
Andrew H. Christensen, Corp. Plng. Cntrl. & Budg. (5)

*(Continued on page 12)*

# Scrap yard is miner's paradise

What do you do with the useless "leftovers" your business produces - the used IBM cards, the pieces of metal that drop as parts are cut, the huge tanks that can't be repaired? What you do is sell it as scrap. For Grumman Aerospace, selling scrap meant an extra $645,787 in revenues for 1978.

The collection and distribution point for all that excess material from Grumman plants all over Long Island is the scrap yard, a 218,000 square foot area right in the center of Bethpage Operations, just north of Plant 3. Here all of the scrap is sorted, separated and stored to produce marketable quantities of each metal, which will be sold to the highest bidder.

For an area that holds much of the materials nobody at Grumman needs or wants, the scrap yard is amazingly neat and tidy. In one section are tub upon tub of aluminum "clips," the aluminum pieces leftover when parts are cut. Nearby, piles of heavy iron are being cut by acetylene torch into manageable four-foot lengths. Against a fence are strips of titanium, peeled of their rubber coating. All stand separate and all are carefully arrayed.

As the scrap arrives in the yard, it must be checked and sorted. The men who work there have learned to tell one metal from another by touch and by color, but if necessary chemical tests can be run to be sure the metals are sorted correctly.

Work in the scrap yard can be dangerous. Many of the materials are very sharp and need very careful handling; some are toxic or highly flammable. "It is a difficult, dirty job," says Marty Czechowicz, manager of Property Disposition. "But no matter how rough it is, the men always do a great job."

The unsorted mixture of scrap made up of different metals is called "crash," and was sold "as is," at a low price, up until 1977. Since that time the scrap has been carefully separated into piles of a single metal, called "clean" scrap, which brings in double the price of "crash."

"We used to have a philosophy of moving the scrap out as quickly as possible," says Bob Byrnes, director of Material Distribution. "Now that we sell clean scrap, we can maximize the price." The amount of money received from the clean scrap in 1977 was $798,749, almost double the $416,280 received in scrap sales in 1976, before sorting began.

Not all of the material is sold as clean scrap however. "There is a point of diminishing returns, a point where it just doesn't pay to separate the metals," says John Lynch, who is staff assistant to the Director of material Management. The copper wire from old electrical units will be detached from the relay boxes, but the boxes themselves will remain intact because of the difficulties of breaking them down into separate parts. Metal shavings of aluminum, titanium, or stainless steel are sold as "contaminated" -- not completely pure -- because of the impracticality of removing other stray materials from them.

Some of the scrap is handled in a special way. Soft metal scrap can be fed into a compacter to produce briquettes of copper or aluminum, which are easily stacked for storage.

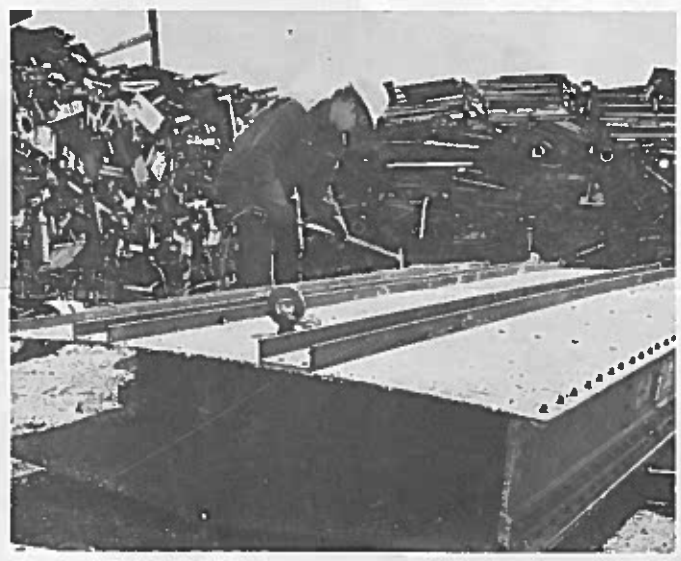
And some of the scrap is not scrap at all. Excess material from Grumman departments can be recycled to other departments and the scrap yard serves as a holding area for these materials. Objects may be broken down into components such as casters, wheels, rollers, motors or wire and are offered to any department that needs them. By utilizing this used material, instead of buying new items, Grumman has avoided costs of $413,537 in 1977 and $308,321 in 1978.

"There is no glamour in the scrap yard, only hard work," says Byrnes. But somehow the men who work there have managed to soften their world of sharp-edged metals and scrap piles. Smack in the middle of the scrap yard is a brave little peach tree, wearing a spring coat of pink flowers. "The tree produces the best peaches on Long Island," says Fred Schnettler, one of the five men who keep the scrap yard humming. On the edges of the yard, the men have planted two vegetable gardens. The gardens are carefully tended during the lunch hour, and early in May, little sprigs of green were already peeping out of the well-tilled earth.

**Plenty of protection.** *Gene Jackson carries aluminum strips to a scrap pile. He wears a hard hat and protective gloves, apron and shoes because of the dangers of handling the sharp pieces of metal.*

**Sorting the pieces.** *James Wright (L) and Wallace Gray sort some scrap in the scrap yard warehouse. Gray, who is a part-time minister, has a church in Corona, Queens.*

**Solid aluminum.** *John Lynch (L) and Fred Schnettler check the piles of aluminum honeycomb core that have been compacted into easily stacked briquettes.*



**End of the line.** *Fred Schnettler )L) shows Marty Czechowicz a lead-lined acid tank that recently arrived at the scrap yard to be cut into scrap.*

# calendar

**Aikido Club:** every Mon. and Wed., 5 p.m., Pl. 35 cafe; for sport and self-defense; L.I. Aikido Federation; all guests welcome. Bob Bauman, Ext. 2910/Mike Stock, Ext. 7186.

**Alcoholics Anonymous:** every Mon., 5 p.m., Pl. 15 conference room C; closed meetings; Personnel Relations; Ext. 3521; Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Hdq. Bldg.; open meeting. Chick Robb, Ext. 6526.

**American Society of Mechanical Engineers:** Sat., May 12, Antun's, Hicksville; dinner dance; Lou Hemmerdinger. Ext. 6168.

**Coin Club:** Wed., May 23, 12:05 p.m., Pl. 25 vendor conference rooms; informal lunchtime meeting. Ken Hale, Ext. 3717.

**Coin Club [Calverton]:** every Fri., 1st noon lunch, Pl. 6 conference room; U.S. foreign coins, medals, collectibles; guests welcome. Wally Kondratowicz, Ext. (117)6680.

**Computer Club:** every other Wed., May 23 and June 6, after hours, Pl. 25 conference room; guests welcome. Al Kung, Ext. 2520/Irvin Tish, Ext. 2466.

**Dance Club:** every Wed., 5-8 p.m., American Legion Hall, Plainview; May 16: Social at Uncle Sam's/May 23: Swing by Elenore & Bill Reed; guests welcome. Edith Murway, Ext. 2263/Marv Brown, Ext. 3262.

**Duplicate Bridge Club:** every Thurs., 6 p.m., American Legion Hall, Plainview, open competition; guests welcome. Warren Lipman, Ext. 2407.

**Equestrian Club:** Mon. thru Thurs., Mrs. D's Riding School, after hours; all forms of horsemanship. Jim Borzelle, Ext. 4371.

**Fencing Club:** every Tues., after 4:30 p.m., Pl. 30 cafe; both beginners and experienced fencers; instructions and competition; GAC employees and dependents welcome. Pete Chaldaris, Ext. 4331.

**Flying Club:** Fri., May 11, 5 p.m., Pl. 28 auditorium; regular monthly meeting. Roy Reisch, Ext. 5967.

**Folk-Dancers Club:** every Tues., folk dancing, every Thurs., hustle and ballroom dancing; some instructions available lunchtime, receiving area Pl. 6; all welcome. Emil Urciuoli, Ext. (117)6688.

**Karate Club:** every Tues. and Thurs., 5:30-7 p.m., Pl. 28 auditorium; black belt instructors, physical and mental development; guests welcome. Tony Ortiz, Ext. 4764.

**Model Railroad Society:** every Wed., 5:30-9:30 p.m., Model RR Bldg., (at Pl. 3 RR crossing); regular meeting; guests welcome. Ray Muntz, Ext. (115)6044.

**Roller Skating Club [Calverton]:** every Wed., 3:30 - 6:00 p.m., Big Wheel Roller Rink, Riverhead; guests welcome. Cheryl Walker, Ext. (117)7079.

**Scuba Divers Club:** Wed., May 9, Chateau Restaurant, Bagatelle Rd., Exit 50 L.I.E.; guests welcome. Al Andreiev, Ext. 5537.

**Ski Club:** Wed., May 23, Hillside Restaurant, Plainview; start of summer schedule. Art Garmendia, Ext. 7819.

**Cutting the iron.** *James Rice uses an acetylene torch to cut heavy iron. The iron must be cut into four-foot lengths before being sold to metal dealers. (Photos by Bob Settles)*

# Dozen h.s. seniors win Grumman grants

There were 453 Long Island high school seniors in the running for this year's Grumman Science and Engineering scholarships. Twelve of them recently learned that they were winners in the 1979 competition, the 36th in the company's history.

Sending a son or daughter off to college is a proud moment for most parents — but one that is diminished somewhat by the rising cost of higher education. Through their academic and personal achievement, the scholars will receive up to $3,000 per year for four years for their undergraduate tuition expenses.

The scholarship program was initiated in 1944 to "encourage the pursuit of technological careers among the young people of Long Island." Since then, 374 students have been awarded grants. Included in the award are the guarantee of summer employment at Grumman, and, provided that a suitable position is available at the time, a job offer upon graduation.

This year's scholarships are evenly divided between dependents and non-dependents. All winners are judged on the basis of their college board scores, scholastic achievement, and personal interviews. They may select any accredited engineering school provided their goal is a career in engineering or major supporting field in the area of company activities. Engineering students may specialize in aerospace, chemical, civil, electrical, industrial, or mechanical engineering. Science students may select majors in applied mathematics, chemistry, computers, materials, or physics.

What makes a winner? According to Bill Wenzel of the Scholarship Office, the scholarship committee looks for a combination of qualities. "Academic achievement is very important, of course," says Wenzel, "but it's certainly not the only standard.

"We look for growth, maturity, and the development of personal skills. We want to know how realistic their goals are, how well they organize and plan for their futures. Everything about an individual — extracurricular activities, employment, hobbies, and the energy and enthusiasm devoted to those things — is taken into consideration."

Although the students themselves deserve the lion's share of the credit for their achievements, producing a scholarship winner seems to be a family affair, with parents playing a strong supporting role. That support ranges from creating a home atmosphere where study and work are encouraged to tolerating a student's consuming devotion to a project — even when that devotion seems to border on the fanatical. Most of the winners' parents are simply confident that their children know what they are doing and that they will succeed.

"He's always been a bright boy, says Plant 25 engineer Chester Kalenty of his son, Kevin. "I can't say we were all that surprised when Kevin was named a winner. He's been pulling in awards all along, ever since he started school."

Albert Davidson, a programmer in Structural Test in Plant 35, says much the same thing about his son, Joel. "We're delighted, of course, and we're very proud of him. Joel's always been a very hard worker."

Catherine Burke was nervous about the personal interview part of the scholarship competition; but her father, Henry Burke, a Plant 40 engineer, wasn't worried at all. "Cathy does very well talking to people, and I was sure she'd breeze through the interview. Once she got to the finals, I felt that she had a really good shot at it."

Joe Buscemi, a technical illustrator in Plant 15, went to night school for years taking math and physics courses "... just because they fascinated me. I never did anything with it," says Joe. "I guess that's one reason I'm so pleased about Charles' scholarship. He's doing something that has interested me for as long as I can remember, and I'm having a good time just watching him."

Ilse Schoder of Food Services says that she was "speechless" when her son Robert was named a scholarship winner. "He's done this all on his own — we've never pushed him in any direction," says Ilse. "He's been a real pleasure to us; we're going to

*The 1979 Grumman Science and Engineering Scholarship winners and alternates are (top row, L to R) alternates Viking Hedberg and Michael Wright; (second row) James Porter, Gary Fitzgerald, alternate Paul Merems, and Kenneth Gluck; (bottom row) Ira Lehrman, William Merrill, alternate John Ross, and Norman Hunt. (Photos by Marie Trimborn)*

miss him terribly when he goes off to school."

Ronald Kerr, an engineer in Plant 4, describes his son Christopher as "highly motivated and extremely talented. There's not enough time in the day for him to do all the things he wants to do."

The 1979 Grumman scholars are:

**CATHERINE BURKE** will attend Case Western Reserve University in Cleveland. The Patchogue-Medford High School senior is a commended student in the National Merit Scholarship program and a member of the National Honor Society. Catherine enjoys tennis and swimming (she's a Red Cross senior lifesaver) and plays the guitar. Science, however, is her greatest interest: she recently built a sound analyzer for a physics course. The device is a voice-operated switch that can recognize an individual's voice. "It would be useful to invalids," says Catherine, "and it could have security applications as well." Catherine has chosen a major in electrical engineering.

**CHARLES BUSCEMI**, a senior in Connetquot High School, will be attending Massachusetts Institute of Technology in September. He's a member of the National Honor Society, the Math League, and the student council. Charles has accumulated many awards in the past four years; among them, a blue ribbon for clarinet from the New York State School Music Association, first place in the Suffolk County Math Contest, and school awards for Earth Science and Spanish. Charles keeps busy outside school, too; he belongs to bowling and baseball leagues, plays tennis, and takes trips with the Grumman Cycle Touring Club. He's also a volunteer teaching auto mechanics at Skills Unlimited. Charles plans to major in physics.

**JOEL DAVIDSON** isn't sure yet what school he'll attend in September, but he's got it narrowed down to North Carolina State University at Raleigh or Rensselaer Polytechnic Institute. He's sure of his major, however — electrical engineering with a minor in computer science — and it seems to tie in well with his hobbies. Joel likes to build things ("If you can't buy it, build it," he says). One of his projects, a small robotic plotting device that "runs around on the floor and draws pictures," won a first place medallion at the Long Island Science Conference this year. Joel also won a second place medal at the Long Island Math Fair, and participated in the National Science Foundation program at North Carolina State University. The Baldwin Senior High School student is a member of the National Honor Society, the yearbook staff, and the varsity rifle team. Photography is another interest; Joel likes to work in his home darkroom.

**KEVIN KALENTY** of St. Anthony's High school in Smithtown will enter Cornell University in the fall. Kevin is a commended student of the National Merit Scholarship program and president of St. Anthony's National Honor Society chapter (he holds top honors for highest four-year cumulative average in the school). Last year, Kevin won the Rensselaer Polytechnic Institute medal for math and science, and participated in a summer course in physics and chemistry at Ithaca College funded by the National Science Foundation. He belongs to the track team, the yearbook and newspaper staffs, the Computer Club, and Tau fraternity (a service organization). Kevin plans to major in chemistry.

**CHRISTOPHER KERR** will attend the Webb Institute of Naval Architecture and marine engineering. He is a member of the National Honor Society, the French honor society, and the music honor society, and was a semifinalist in the National Merit Scholarship competition. The St. John the Baptist High School senior is a cross country runner and also runs track; he belongs to the math team and is presently the graphics editor of the school paper. Last year, Christopher took second place in a state-wide drug abuse poster

**The Burke family.** *(Clockwise) Henry, Grumman Scholar Catherine, Mary Jane, and Margaret. Not available for the photograph are two brothers, Timothy and Michael.*

**The Schoder family.** *(L to R) Grumman scholar Robert, Ilse, and Armin. (Photos by Marie Trimborn)*

**The Kalenty family.** *Chet, Grumman scholar Kevin, and Lottie.*

**The Buscemi family.** *Donna, Grumman scholar Charles, and Joseph.*

# Name 12 high school seniors Grumman scholars

contest. Art is a very strong interest; he is a sculptor and also works in oils and acrylics.

**ROBERT SCHODER,** a senior at Bethpage High School, will attend Massachusetts Institute of Technology to major in mechanical engineering. In 1978 Robert was the recipient of the George Washington University School of Engineering and Applied Science Engineering Medal, and recently won a Westinghouse award for science. Robert belongs to Mathletes, to the varsity soccer, baseball, and swimming teams, and also lists snorkeling and scuba diving among his interests. The eight-year-olds who play soccer in St. Martin's parish in Bethpage count Robert as their favorite referee; he also tutors juniors and seniors in math and physics.

**GARY FITZGERALD** will enter the Massachusetts Institute of Technology in the fall to major in physics. Gary, a senior at Uniondale High School, was a semifinalist in the National Achievement Scholarship Program for Outstanding Negro Students and is a member of the National Honor Society. He is editor of the yearbook and a member of the varsity tennis and rifle teams, and belongs to the Civil Air Patrol. Gary is very involved in community activities; he's worked at the Association for the Help of Retarded Children Day Camp and is a volunteer in the Head Start Program.

**KENNETH GLUCK,** a senior at Riverhead High School, will be attending Clarkson College of Technology in Pottsdam, New York. Because Clarkson was his first choice, Kenneth declined a Bausch & Lomb scholarship to the University of Rochester. Other scholastic honors include the Rensselaer Medal for Math and Science and membership in the National Honor Society. He is a finalist in the National Merit Scholarship program, a member of the Math team, and a contributor to the student newspaper. Kenneth is busy outside school as well; he worked on a cleanup drive in his hometown of Wading River, and also is active in sports (paddleball is a favorite). Carpentry is another interest; he recently made a set of kitchen cabinets for his parents' home. Kenneth will major in mechanical engineering.

**NORMAN HUNT** will major in aerospace engineering at the Massachusetts Institute of Technology. The Mineola High School senior is a commended student of the National Merit Scholarship program and belongs to the National Honor Society. He was the recipient of a New York State Certificate for Exceptional Achievement in Computer Technology and a delegate to the Nassau Science Explorations and Nassau Math Teachers Symposium. Norman is a member of the chess club, Mathletes, and has won eight medals for the half-mile on the track team.

**IRA LEHRMAN** will attend Rensselaer Polytechnic Institute in September to major in systems engineering. Ira's a member of the National Honor Society and is listed in Who's Who Among American High School Students. The Plainedge High School senior is the founder and president of the school's computer club and the chairman of the BOCES (Board of Cooperative Educational Services) Computer User Group. He is also a photographer for the school paper and the yearbook. After school, Ira keeps busy: he's a marketing representative for Radio Shack, and teaches an adult education course in computer programming at Plainedge High.

**WILLIAM MERRILL** will begin his freshman year at Massachusetts Institute of Technology in September for a possible major in chemical engineering. The Syosset High School senior is a National Merit finalist, and the winner of his school's human relations award for outstanding community service. (William is a council delegate

**The Kerr family.** *Back row (L to R): Christopher (Grumman scholar) and his father, Ronald; front row: Steven, Robert, their mother Carolyn, and Margaret. Another sister, Elizabeth, was not available for the photograph.*

to the Parent-Teacher-Student Association and works with senior citizens' groups.) Scouting is another interest; he's an Eagle Scout and a Junior Assistant Scout Master as well. William plays the tuba in the school band and also composes pieces for the piano and organ. Syosset High School has its own small radio station (WKWZ FM) and William does a program of classical music and commentary every Monday night. He has maintained a four-year grade average of 100 percent.

**JAMES PORTER** will be heading for Rensselaer Polytechnic Institute after graduation from H. Frank Carey High School in Franklin Square. He decided on a major in aerospace engineering "probably in fourth grade. I've always wanted to be an engineer." James is vice president of his senior class, and active in the school's dramatics club, debate society, chorus, and Mathletes. He's also a reporter for the school paper and senior editor of the yearbook. A member of the National Honor Society, James is a finalist in the National Merit Scholarship program.

Should a winner have a change in plans over the next four years and no longer qualify for a Grumman scholarship, an alternate will then step into the vacancy. This year the alternates are: **VIKING HEDBERG** of Westhampton Beach High School who plans to attend Yale for a major in chemistry; **WILLIAM MERRILL**, who will enter Rensselaer Polytechnic Institute for computer sciences after graduation from Lindenhurst High School; **PAUL MEREMS**, a senior at Great Neck North Senior High School who plans to go to Georgia Tech for mechanical engineering; and **JOHN ROSS** of Jericho High School who will major in mechanical engineering at Princeton University.

The Scholarship Committee selects the Grumman Science and Engineering Scholarship winners. Committee members are: Jack Bierwirth, Grumman Corporation Chairman of the Board; Joe Gavin, Grumman Corporation President; George Skurla, Grumman Aerospace Chairman and President; and Jean Esquerre, co-director of Opportunity Development Department and a member of Grumman Aerospace Board of Directors.

The Scholarship Recommendation Committee selects a list of finalists from the large pool of applicants. The members of that committee are: Senior Vice President Larry Mead, Jr., director of Departmental Operations and chairman of the committee; Vice President Tom Kelly, director of Engineering; Vice President Dominick DiFalco, Grumman Data Systems; Bob Fitzpatrick, corporate director of Quality and Safety, Grumman Corporation; Dr. Renzo Caporali, director of Advanced Systems Technology, Grumman Aerospace; and Dan Knowles, director of Personnel, Grumman Aerospace.

**The Davidson family.** *(L to R) Grumman scholar Joel, Rheba, and Albert.*

# the way it was

Scholarships have been a Grumman family tradition for over thirty years. But the class of 1946 may have more success stories to swap than any other group of Grumman scholars — and if they ever wanted to stage a reunion, they'd have no trouble tracking each other down. Eight of the 12 winners — William Horney, Fred Edwards, Pete Viemeister, Samuel Fletcher, Alan "Mike" Kopsco, James Richter, Tom Kelly, and George Meyers — came to Grumman after graduation and stayed.

Pete Viemeister, Vice President-Development for Grumman Corporation, attributes the high retention rate to the savvy of the selection committee that year. Says Viemeister, "If you're looking to pick a good man, get a good man to pick him." The committee consisted of Chairman of the Board Leroy Grumman, President Jake Swirbul, and George Titterton, assistant chief engineer.

Viemeister recalls Titterton's "penetrating gaze."

"All I can remember about my interview are those glasses of his glittering while he asked me questions about spatial relationships," says Viemeister.

George Meyers, now a senior test engineer, believes that most of them stayed in the company " ... just because of the times. At a point in our nation's history when scholarships were very hard to come by, Grumman was sinking a lot of money into its program. I think the kids they selected that year appreciated that. When they graduated, most of them came back to Grumman and many of them stayed."

**Class of '46.** *Grumman scholars were (L to R) front row: William Horney, J. Stengel, Fred Edwards, Pete Viemeister, Sam Fletcher and R. Schweizer; back: Mike Kopsco, James Richter, Tom Kelly, R. Poletti, George Meyers and R. Opisso. (Note: Marie Trimborn was just a kid when she took this photo; she hasn't missed a Grumman scholar photo session in 36 years.)*

Fred Edwards, assistant to vice president-Development for Grumman Corporation, remembers the competition "like it was yesterday."

"I remember sitting at a large, horseshoe-shaped table," says Edwards. "One of the men asked me some questions that I thought were a little out of line. I really stood up to him — but then I worried that I had ruined my chances, and was very apprehensive about it."

Sam Fletcher, F-14 Armaments manager, remembers feeling relaxed during his interview, but not at all confident of a win. "I wasn't the smartest in the bunch," Fletcher says, "but I sure could talk planes." Fletcher believes it was his apparent love for flying machines that won him a scholarship. "I've been crazy about airplanes my whole life," he says, "and I think the judges saw that."

Tom Kelly, Vice President-Engineering, says, "I'm glad I'm not competing with today's candidates; they're a very impressive group of kids. They're well trained, and they've got the maturity and the confidence to go with it."

Fred Edwards agrees. "These kids are well-rounded and well-informed. And the Grumman scholarship is one of the few awards a student can win based on his own merits. In an age when tuition assistance is often based on other factors, that's good news."

# scorecard

The New York State Office of Parks and Recreation reminds all New Yorkers that Golden Park Passes are available to state residents 62 years of age and older.

This free permit admits pass holders, free-of-charge, to all state parks and historic sites on weekdays, excluding holidays. Holders of the Golden Park Pass also enjoy a 50 percent reduction in fees on weekdays at State Park swimming pools, golf courses and tennis courts.

These special passes may be obtained at any county Office for the Aging, the regional offices of the Department of Environmental Conservation or any Long Island State Park. Applicants will be asked to provide proof of age and residency.

## Mets tix

Four "Grumman Nites at Shea" are lined up for this season. Tickets to see the N.Y. Mets play baseball at Shea Stadium will be sold one game at a time for $5 each. For every ticket purchased, you receive a free N.Y. Mets tote bag.

Tickets are now on sale for the June 15 night game which pits the Mets against the Atlanta Braves. Other games slated this year are: July 13, San Francisco Giants; August 24, Cincinnati Reds; and September 21, St. Louis Cardinals.

For further information, contact the GAA office, Ext. 2133 or 2269.

## To the Big Apple

The Grumman Athletic Association is now arranging a weekend trip to New York City for all Grummanites, retirees and their friends. The weekend trip is slated for July 7-8.

Included in the July weekend excursion are round-trip transportation via deluxe coach; one night accommodation at the Loews Drake Hotel on Park Ave; room taxes; full American breakfast; and dinner and show at the famous Rainbow Room.

The price tag depends on the number of persons per hotel room: single, $111.50; double, $86; and triple, $74.50. Full payment is required at time of sign-up. Contact the GAA office, Ext. 2133 or 2269, for further information.

## On the run

In the recent five-mile race at Virginia Beach, Grummanite Jack Jarrett finished 62nd out of 758 runners with a time of 29 minutes, 27 seconds. In the age group 40-49, Jack finished third in the field of 70.

**Hall-of-famer.** *Ken Sommer recently drew a round of applause when he was inducted into the Hall of Fame at the annual Metro-Long Island Amateur Softball Association awards banquet. During the fifties, Ken played outfield for the Grumman Yankees, in addition to playing for other outstanding L.I. softball teams. He was named All World twice. (Photo by Harry Prodromides)*

## All in stride

The Long Island State Park and Recreation Commission has announced its spring schedule of interpretive nature programs at Connetquot River State Park in Oakdale/Bohemia, Nissequogue River State Park in Smithtown and Caumsett State Park in Lloyd's Neck.

Offering at the three environmental parks run the gamut from early bird walks which get underway at 8 a.m. to evening walks at 6:30 p.m. Spring Wildflowers and Ferns and Crepuscular Courtship are among the more exotic program offerings, while bike hikes and six-mile hikers special tours will appeal to the more rugged nature lover.

Advance registration is required for each of the spring programs and a $1 fee is payable on the day of the program. Full program schedules and registration forms may be obtained by writing: Long Island State Park and Recreation Commission, Belmont Lake State Park, Babylon, N.Y. 11702, or phoning: (516) 669-1000, Ext. 247.

## Cross country

Over 1,500 marathon runners are expected to participate in the 10th annual Cross Country Marathon on Saturday, June 16. The course will be run from Port Jefferson Ferry parking lot to Rider Ave. in Patchogue. Distance is 19.6 miles.

Registration fee is $3 per runner. Awards will be given in 11 categories. T-shirts will be distributed to all registered athletes.

If you plan to run in this Long Island marathon, you may register early by mail. For applications, write to: Supt. McAuley, Patchogue Village Recreation, 14 Baker Street, Patchogue, N.Y. 11772, or call (516) 475-4302.

# service milestones

*(Continued from page 5)*

Robert F. Doolin, Govt. Matl. Cntrl. (6)
Henry Lamb Jr., Maint. (6)
Lee I. Caldwell, Suppl. Asset Cntrl. (6)
Gary W. Mauch, Suppt. (6)
Stephen Congro, Prod. Deputy & Stain Foreman (6)
Raymond Busch, ILS Commod. Cntrl. (7)
Kenneth W. Moser Jr., A/C Prog. (7)
Donald E. Cutler, Mech. Proc. Eng. (12)
Frederick J. Romani, Lab. Mgt. & Tech. (14)
Theodore R. Malone Jr., Maint. (15)
Bernard Nelson, Guid. & Cntrl. Syst. Integ. (25)
Owen N. Carr, Pric. & Anal. (30)
Daniel J. Carroll, Cust. Suppl. Rqmnts. Mgt. (30)
Louise Van Etten, Suppl. Plnng. & Cntrl. (30)
Ruth A. Jackson, Matl. Acct. (30)
Martin W. Valentine, Cont. Cost. Anal. (30)
Joseph A. Bigin, Tech. Rqmnt. (32)
Joseph Schaefer, ILS Elect. Pkg. (35)
George A. Brogan, ILS Commod. Cntrl. (35)
George B. Smith Jr., ILS Syst. Tech. Mgt. (35)
Alan H. Levy, ILS Elect/Elect. Eng. Mgt. (35)
Peter J. Plate, Syst. Integ. (35)
Theodore Calpakis, Ops. (35)
William Ptucha, Syst. & Cntrl. (35)
John J. Moynihan, ILS Elect. Pkg. (40)
Vito Interlandi, ILS Elect. Pkg. (40)
Charles J. Harmon, ILS RF/Cntrl. (40)
Harold Kurkland, ILS RF/Cntrl. (40)
Joseph L. Ailas, ILS Dig. Eng. (40)
John T. Butler, Reliability (40)
Lawrence Rubenstein, Prog. Plnng. Cntrl. & Budg. (40)
John R. Lubina, Prod. Rel. & Anal. (43)
Harry H. Carver, Meth. Eng. (43)
William J. Spraul Jr., Invent. Mgt. (44)
Charles Nastasi, Off-Site Ops. (71)
Wesley J. Garlotte, Prod. Mgt. Staff & Shop (77)
Billy S. Spencer, Prog. Mgt. Staff & Shop (77)
Philip H. Zinsmeister, E-2C Wings/F-14 Weapons (77)
Sidney F. Parker, F-14 Aft. Sect. Assy. (77)
James A. Narino, Suppl. Cntrl. (85)

## PAC meeting - May 16

## Shareholders meeting - May 17

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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